

Concurrence on Architectural/Historical and Archaeological Surveys

Iowa Department of Transportation.....August 26, 2002
Iowa Department of Transportation.....September 9, 2002
Illinois Department of Transportation.....October 7, 2002
Illinois Department of Transportation.....November 19, 2002

Transfer of Iowa-bound I-74 Bridge Jurisdiction

Sverdrup (communication with U.S. Coast Guard)May 9, 2002
Iowa and Illinois Departments of TransportationNovember 26, 2002
Scott County Board of SupervisorsDecember 19, 2002
Rock Island County BoardJanuary 9, 2003
Cities of Bettendorf and MolineJanuary 22, 2003

Comments on 4(f) Decision Process

United States Coast GuardDecember 18, 2002
Iowa Department of Transportation.....January 15, 2003

Concurrence on SHPO Roles in Relation to Proposed Project

Iowa Department of Transportation.....February 4, 2003



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1097
515-239-1726 FAX

AUG 28 20

RECEIVED

SEP 30 20

August 26, 2002

Ref. No: IM-74-1(122)9-13-8 OFFICE OF LOCATION & ENV

Scott
Primary

Mr. Douglas W. Jones,
Review and Compliance
Bureau of Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319-0290

R&C: 980282048

Dear Doug:

RE: Phase I Archaeological Investigation of the I-74 Quad Cities Study Area
City of Bettendorf, Scott County, Iowa.

Enclosed for your review and concurrence is the Phase I Archaeological Investigation for the above-mentioned project. The study area investigated maybe potentially used for the construction of a new bridge crossing over the Mississippi River as well as the overall improvement of the interchanges along the entire project corridor. This investigation surveyed the Iowa side of the project area.

The area of potential effect encompasses a project corridor that exists primarily within the right of way of Interstate 74, however a fairly wide area will be needed for the footing of the bridge and any possible on-ramps. This area of potential impact varies from a minimum width of 300 ft. up to 500-700 ft., approximately 5 miles in length. A total of 305 acres was surveyed in this investigation.

This archaeological investigation was conducted using an extensive archival / records search. A pedestrian survey was also conducted along with shovel / auger tests, backhoe test trenches, and six test units. During this investigation, one previously unrecorded prehistoric archaeological site, 13ST189, was identified.

Site 13ST189 represents prehistoric artifact scatter, located underneath modern fill. An excavation of test trenches and units produced no evidence of intact features or cultural deposits. This site was concluded to be ineligible for the National Register of Historic Places and no further work was recommended.

Based on the results of these surveys, the determination is that No Historic Properties Affected. If you concur, please sign the concurrence line below, add your comments and return this letter. If you have any questions, please feel free to contact me.

Sincerely,

Matt Donovan

Matt Donovan
Office of Environmental Services
Matt.Donovan@dot.state.ia.us

MJFD
Enclosure
cc:

~~Larry Jackson - District 5 Engineer~~

Leah Rogers - Principal Investigator / Tallgrass Historians L.C.

Concur

Douglas W. Jones
SHPO Archaeologist

Date

9/25/2002

Comments



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1097

515-239-1726 FAX

September 9, 2002

Ref. No: IM-74-1(122)9-13-8

Scott

Primary

Mr. Ralph Christian
Review and Compliance
Bureau of Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319-0290

R&C: _____

Dear Ralph:

RE: Phase I Architectural / Historical Survey of the I-74 Quad Cities Study Area
City of Bettendorf, Scott County, Iowa.

Enclosed for your review and concurrence is the Phase I Architectural / Historical Investigation for the above-mentioned project. The study area investigated may be potentially used for the construction of a new bridge crossing over the Mississippi River as well as the overall improvement of the interchanges along the entire project corridor. This investigation surveyed the Iowa side of the project area.

The area of potential effect encompasses a project corridor that exists primarily within the right of way of Interstate 74, however a fairly wide area will be needed for the footing of the bridge and any possible on-ramps. This area of potential impact varies from a minimum width of 300 ft. up to 500-700 ft., approximately 5 miles in length. A total of 305 acres was surveyed in this investigation.

This architectural / historical survey was conducted using an extensive archival / records search, along with site visits, black & white photographs, and completion of Iowa Site Inventory forms. This survey investigated 147 properties within the area of potential impact, of which four were determined to be eligible for the National Register. (Properties 82-05069, 82-05063, and 82-00111 / FHWA: 047280, and Property 82-05044)

Property 82-05069 represents a two-story, front-gabled frame commercial building, constructed circa 1890, with an attached two-story brick building, constructed in 1910. Both structures are eligible for the National Register under Criteria A and C. These buildings represent Classical Revival-inspired commercial store fronts and retain sufficient integrity to be considered eligible for their architecture.

Property 82-05063 represents the Iowana dairy plant, built circa 1937. The plant represents the Art Moderne style of architecture and retains much of its original style, particularly the ice-cream factory. This property was determined eligible for the National Register under Criteria A and C.

Property 82-00111 represents the Iowa-Illinois Memorial Bridges. The 1935 bridge is a three-span, twisted-wire-strand steel cable suspension bridge with six Warren stiffening trusses and six 22-foot deck truss approach spans. Due to the increase of traffic volume, a second bridge was completed in 1959. The 1935 bridge was previously determined eligible for the National Register. The 1959 bridge, however, was determined not eligible for the National Register, and its removal will not affect the eligibility of the 1935 bridge.

Property 82-05044 represents the Iowa-Illinois Memorial Bridge Monument, located in the Bill Glynn Park, at the foot of the I-74 Bridge. This monument was dedicated to World War One veterans. The monument is a contributing factor to the I-74 Bridge (1935), but in itself is not eligible for the National Register.

The I-74 Bridge will be impacted by this project, however, it is not known what type of impact the project will have on the bridge. The I-74 Bridge will, however, not be used for interstate traffic, once the capacity improvement is constructed.

Once a determination has been reached on what the potential impacts to these properties are, they will be forwarded to your office for review and concurrence.

If you concur with the findings of this survey, please sign the concurrence line below, add your comments and return this letter. If you have any questions, please feel free to contact me.

Sincerely,

Matthew J. J. Donovan

Matt Donovan

Office of Environmental Services

Matt.Donovan@dot.state.ia.us

MJFD

Enclosure

cc: Kris Riesenbergs- Location and Environment

Richard Kautz- District 6 Engineer

Tammy Nicholson- Location and Environment

Leah Rogers- Principal Investigator / Tallgrass Historians L.C.

Concur _____ Date _____

SHPO Historian

Comments



Illinois Department of Transportation

2300 South Dirksen Parkway • Springfield, Illinois / 62764

OCT 2 2002

ENVIRONMENT
SECTION

RECEIVED

OCT - 8 2002

0210080007WRI
Preservation Services

HPA REVIEW

H/A CONCURE 10/2/02
AC _____
AR _____
File RI DOT

October 7, 2002

Ms. Anne E. Haaker, Deputy
State Historic Preservation Officer
Historic Preservation Agency
500 East Madison
Springfield, IL 62702

RE: FAI 74, I-74
Section 81B
Mississippi River Study
Moline
Rock Island County

Dear Anne:

Our staff has studied the enclosed volumes describing an architectural survey of the proposed corridor for the referenced project.

We find that the following properties—other than the existing bridges, which are being coordinated by the Iowa Department of Transportation—are potentially eligible for the National Register of Historic Places.

- Depot: Davenport, Rock Island and Northwestern RR, 2021 River Drive
- Eagle Signal Building, 202 20th Street
- C. Ivar Josephson House, 1925 6th Avenue
- Knights of Pythias Lodge Hall, 2011 6th Avenue
- Thomas/Lewis/Wilson House, 604 21st Street

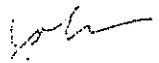
We agree with the consultant that other buildings described in the volumes are not potentially eligible. Also, we find that the George Benson House, 1921 6th Avenue, photos of which also are enclosed, is not potentially eligible. The consultant originally had assessed this property as potentially eligible, but has since admitted that it may not qualify. Please note the porte-cochere that has lost its original classic Ionic columns, the incompatible picture window, and the aluminum window frames.

We request your concurrence in our findings.

Ms. Haaker, Page 2

Very truly yours,

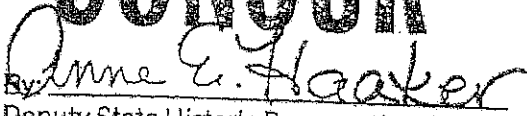
Michael L. Hine, Engineer of
Design & Environment

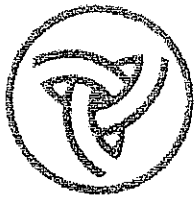

By: John A. Walthall, Manager
Cultural Resources Unit

Enclosure

JAW/JJ

xc: Kevin Marchek/Larry Hill
Mike Bruns

CONCUR
By: 
Deputy State Historic Preservation Officer
Date: 10/21/02



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 19, 2002

Rock Island County
FAI-74, I-74
Section: 81B
Project: P-92-032-01

DOT Seq. # 9724
ITARP # 01094

FEDERAL 106 PROJECT

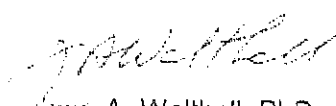
Ms. Anne Haaker
Deputy State Historic Preservation Officer
Illinois Historic Preservation Agency
Springfield, Illinois 62701

Dear Ms. Haaker:

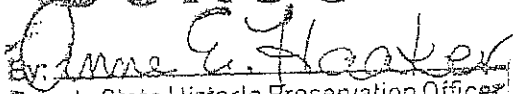
Enclosed are two copies of an Archaeological Report and Phase I documentation completed by University of Illinois personnel concerning archaeological properties and sites potentially to be impacted by the proposed project referenced above. A records search and archaeological survey in the 724 acre project area indicates that there are no previously recorded archaeological sites in the study corridor. Heavy urban disturbance has occurred over most of the study corridor and only areas near or on the bluff have any potential for intact archaeological deposits. Once final right-of-way plans are available any of these bluff areas with potentially intact prehistoric surfaces will be tested. There is no evidence of cemetery or burial sites nor archaeological properties subject to Section 4(f) of the 1966 National Transportation Act present in the study corridor.

In accordance with the established procedure for coordination of Illinois Department of Transportation projects, we request the concurrence of the State Historic Preservation Officer in our determination that no sites subject to protection under Section 106 of the National Historic Preservation Act of 1966, as amended, have been identified in the project area and that further testing of potential intact bluff areas will be necessary prior to the on-set of construction.

Very truly yours,


John A. Walthall, PhD
Cultural Resources Unit
Bureau of Design and Environment

CONCUR


Anne E. Haaker
Deputy State Historic Preservation Officer
Date: 11/19/02

Telephone Conversation Report

Date: May 9, 2002
By: Ernst Petzold
Project: I-74 Capacity Improvement Study
Job No.: C1X13500 (Sverdrup)
Subject: Navigation Requirements
Disposition of Existing Bridge

Participants:

Roger Wiebusch US Coast Guard
Ernie Petzold Sverdrup

Conversation Notes:

Navigation Requirements

Regarding the proposed navigation span arrangements forwarded by fax (April 23-Alignment 'E', April 24-Alignment 'F') Roger stated that the arrangements were acceptable. I asked that a written response be provided for the record and he agreed to provide such a response.

Disposition of Existing Bridge

The Coast Guard has no objection to retaining one of the existing bridges for use as a pedestrian walk / bike path. They consider that such use qualifies as a transportation function. Roger was concerned about the eventual ownership of the bridge, however. The Coast Guard wants the owner to be a "real" owner that is committed to maintaining the bridge as a viable transportation link. A major issue is the possible future removal of the structure should its use as an alternative transportation facility cease at some time in the future. Should the structure stop being used for transportation purposes, it ceases to be a "bridge", and the Coast Guard would require that it be removed. In the past, and currently, they are having difficulty with private owners complying with their order to remove structures. This occurs usually because the owner doesn't have the funds to pay for the removal. Roger is pushing for a change in the legislation that would require that the owner put up a bond to cover future removal, or a portion thereof, at the time of taking ownership. In the case of I-74, if one of the cities has ownership, he is less concerned since these are viable entities with the ability to obtain revenue through taxing authority. Such ownership would be preferable to one consisting of well intentioned, but underfunded, citizen's groups.

Also, the Coast Guard would expect that the alternative transportation use of the bridge would start in conjunction with the opening of the new facility or shortly thereafter. That is, they are

Telephone Conversation Report**Date:** May 9, 2002**Page 2 of 2**

not interested in "stockpiling" the bridge for some nebulous future use that may never happen. If it is not clear that a viable plan exists to use the structure in the immediate future, they will request that the bridge be removed.

- c:** Participants (via E-mail)
Lidia Pilecky (via E-mail)
Miguel Rosales (via E-mail)
John McCarthy
Petzold (PF)



November 26, 2002

The Honorable Ann Hutchinson
City of Bettendorf
Bettendorf City Hall
1609 State Street
Bettendorf, IA 52722

Subject: I-74 Iowa-Illinois Corridor Study (IM-74-1(122)0—13-82)

Dear Mayor Hutchinson:

This letter is in regards to the ongoing I-74 Iowa-Illinois Corridor Study. Specifically, we are writing to assess your interest and commitment to maintain the Iowa-bound I-74 bridge over the Mississippi River for future use as a pedestrian/bicycle facility.

As you are aware, the Iowa Department of Transportation and Illinois Department of Transportation are jointly conducting an engineering and environmental study of I-74 extending from 23rd Avenue in Illinois to 53rd Street in Iowa. The study is being advanced under the guidance of the I-74 Project Steering Committee. The objective of this study is to develop a recommended plan for correcting the existing capacity, operational, and safety deficiencies along I-74 and at the existing Mississippi River bridges. Roadway construction alternatives under consideration include adding lanes to I-74, constructing new wider bridge(s) for I-74 over the Mississippi River, and improving existing interchanges and connecting local roadways. Other improvement features such as transportation system management strategies, transit and bike/pedestrian trail enhancements are also being considered in conjunction with proposed roadway improvements. A recommended improvement plan for I-74 will be identified in the Final Environmental Impact Statement (Final EIS) after the Draft Environmental Impact Statement (Draft EIS) has been circulated and comments received. The I-74 improvement plan will be approved in the Record of Decision (ROD).

In conjunction with our ongoing environmental studies, we are evaluating options for avoiding or minimizing impacts to sensitive environmental resources along the corridor. One of these resources is the Iowa-bound Mississippi River Bridge, which is a historic structure eligible for the National Register of Historic Places. We have considered several options for continued use of the existing I-74 bridges for interstate traffic, and have determined that they are not reasonable alternatives since they do not address the project purpose and need, particularly relating to roadway design and safety. Project build alternatives therefore include abandonment of the existing Mississippi River bridges for I-74 interstate traffic and the construction of a new improved I-74 structure(s).

Although we have determined that the existing Iowa-bound bridge cannot be re-used for interstate traffic, we continue to evaluate the viability of retaining the existing Iowa-bound bridge for other transportation uses such as for an exclusive bicycle/pedestrian crossing. As you are aware, we are considering the provision of a new bicycle/pedestrian crossing over the Mississippi River with the I-74 improvements in response to public interest in expanding trail connections in the region. We are evaluating three options in this regard:

- ☐ Retaining and converting the existing Iowa-bound I-74 bridge to an exclusive bike/pedestrian crossing,
- ☐ Constructing a physically separated bike/pedestrian trail along the new I-74 bridge(s),
- ☐ Providing no new bike/pedestrian crossing over the Mississippi River.

Both new crossing options would include construction of trail connections to the existing riverfront trails in Iowa and Illinois. Both new crossing options would require local support and participation.

As a first step, we must confirm the viability of retaining and converting the Iowa-bound bridge to an exclusive bike/pedestrian crossing. This option is reasonable and practical only if there exists a commitment from a local agency to assume jurisdiction, future liability, and financial responsibility for the bridge. In general, local financial responsibilities would include the following:

- Cost participation for initial structural modifications, as well as costs for any required connections to adjacent bicycle/pedestrian facilities. Initial structural modifications include both structural repairs as well installation of fencing, signage, and expansion joint coverage to allow safe use by bicyclists and pedestrians. Specific local agency cost sharing responsibilities for these modifications would be negotiated at a later date.
- Long term maintenance and operating costs, including operating expenses, liability costs, and ongoing structural inspections and repairs. The local agency would be 100% responsible for long term maintenance and operating costs.
- Any resultant incremental design and construction cost increases for a new I-74 bridge, which may be required to accommodate retention of the existing bridge. Incremental costs and specific local agency cost responsibilities would be developed and negotiated at a later date.

We have prepared a preliminary cost analysis for the initial structural modifications and long term maintenance and operating costs for this option. Cost estimates are summarized on the enclosed Table 1 (Iowa-Bound Bridge Re-Use Cost Estimate).

At this time, please advise us of your interest in potential bicycle/pedestrian accommodations at the I-74 Mississippi River crossing, as well as your interest and

commitment to maintaining the existing Iowa-bound I-74 Mississippi River bridge for continued use as a bicycle/pedestrian facility. Note that although both DOT's and the Federal Highway Administration have come to agreement in principal that a physically separated trail crossing could be constructed (with appropriate design provisions) along the new I-74 bridge, no decisions or commitments have been made in this regard. Therefore, all three bicycle/pedestrian crossing options remain under consideration. In order to avoid a possible need to revisit this issue in the future, we request your input on the continued use option on the premise that other bike/pedestrian options (i.e. construction of a trail along the new I-74 bridge(s)) prove to be unachievable. Under these circumstances:

- 1) Are you willing or able to assume jurisdiction and future liability for the Iowa-bound bridge and to operate the bridge as a bike/pedestrian facility? If your answer is no, skip to question #2.
 - 1a) Are you willing to assume all future maintenance and operating costs?
 - 2a) Are you willing to participate in the costs of the initial modifications and trail connections?
- 2) If the Iowa-bound bridge was removed, what measures do you think are appropriate to retain a historical record of the bridge?

We would appreciate your advisement of interest in bicycle/pedestrian accommodations at the I-74 Mississippi River crossing and your response to the above questions by December 27, 2002. If you have any questions or would like to discuss this matter further, please contact Tamara Nicholson of the Iowa Department of Transportation at 515/239-1797.

Sincerely,

Tamara Nicholson

Tamara Nicholson, P.E.
Project Manager
Iowa Department of Transportation

Roger E. Locke

Roger Locke, P.E.
District Engineer
Illinois Department of Transportation

Cc: Becky Hiatt/Federal Highway Administration
Mr. Decker Ploehn/City of Bettendorf

TABLE 1: IOWA-BOUND MISSISSIPPI RIVER BRIDGE RE-USE PRELIMINARY COST ESTIMATE (1)

	2002 \$	Estimated Costs		Estimated Schedule
		2% Inflation Rate (2)	4% Inflation Rate (2)	
Initial Construction & Structural Repairs				
Trail Connection Construction (3)	\$2.1M	\$2.4M	\$2.9M	2010
Structure Improvements & Modifications (4)	\$5.2M	\$6.1M	\$7.1M	2010
Structure Inspection & Repairs (5)	<u>\$8.9M</u>	<u>\$10.4M</u>	<u>\$12.1M</u>	2003, 2010
Subtotal	\$16.2M	\$18.9M	\$22.1M	
Cumulative Maintenance & Operating Costs				
Maintenance and Operations (6)	\$5.1M	\$12.0M	\$27.7M	2011–2075 (annually)
Structural Inspections & Repairs (7)	<u>\$8.8M</u>	<u>\$20.8M</u>	<u>\$52.5M</u>	2011–2075 (varying schedule)
Subtotal	\$13.9M	\$32.8M	\$80.2M	
Total Estimated Cost	\$30.1M	\$51.7M	\$102.3M	

(1) Estimated life-cycle costs for conversion of Iowa-bound I-74 bridge to exclusive bike/pedestrian facility. Analysis assumes opening of bike/pedestrian facility in 2011 and continued operation through 2075.

(2) Assumes constant 2% and 4% inflationary rates from 2002 through 2075.

(3) Construction costs only; assumes new trail connections would be constructed within existing public right-of-way.

(4) Includes installation of fencing, signage, and expansion joint coverage to allow use by bicyclists and pedestrians.

(5) Includes in depth main cable and remaining life study and miscellaneous structural repairs. Remaining cable life study (\$300,000) would be completed in 2003 if decision is made to retain existing bridge.

(6) Includes operating expenses, routine maintenance, labor costs, and insurance costs.

(7) Includes regular structural and main cable inspections, structural repairs, and bridge washing and painting.

11/26/02 Letter Distribution:

1. cc all letters to Becky Hiatt/FHWA
2. bcc all letters to Tammy Nicholson/Iowa DOT and Kevin Marchek/Illinois DOT
3. four addresses as noted below with additional cc's.

City of Moline:

The Honorable Stan Leach
City of Moline
619 16th Street
Moline, IL 61265

Cc: Mr. Dale Iman
City of Moline
619 16th Street
Moline, IL 61265

City of Bettendorf:

The Honorable Ann Hutchinson
City of Bettendorf
1609 State Street
Bettendorf, IA 52722

Cc: Mr. Decker Ploehn
City of Bettendorf
1609 State Street
Bettendorf, IA 52722

Scott County:

Mr. Ray Wierson
County Administrator
Scott County
518 W. Fourth Street
Davenport, IA 52801

Cc: Mr. Larry Mattusch
Scott County
Courthouse Annex
518 W. Fourth Street
Davenport, IA 52801

Rock Island County:

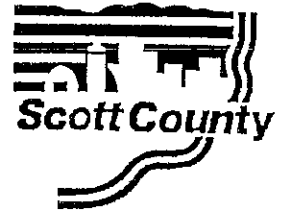
Rock Island County Board
Attn: County Board Chairman
County Office Building
1504 Third Avenue
Rock Island, IL 61201

Cc: Mr. Gary Lange
Rock Island County
PO Box 797
851 W. 10th Avenue
Milan, IL 61264

BOARD OF SUPERVISORS

428 Western Avenue
Davenport, Iowa 52801-1004

Office: (563) 326-8749
Fax: (563) 328-3285
E-Mail: board@scottcountyiowa.com



CAROL H. SCHAEFER, Chairman
JIM HANCOCK, Vice-Chairman
OTTO L. EWOLDT
PATRICK J. GIBBS
LARRY E. MINARD

December 19, 2002

Ms. Tamara Nicholson, PE
Project Manager, Administration
Iowa Department of Transportation
800 Lincolnway
Ames, Iowa 50010

Dear Ms. Nicholson:

The Board of Supervisors has discussed your letter relative to the I-74 Iowa-Illinois Corridor Study and appreciate your request for our input. The Board is concerned about the safety of this bridge and supports the need for a replacement and corridor improvements. However, Scott County is not willing or able to assume jurisdiction of the existing Iowa-bound bridge and to operate it as a bike/pedestrian facility.

If the bridge were removed, the Board would support efforts to retain a historical record of the bridge. We believe that photographs should be taken of the bridge, and if available, original architectural designs of the bridge be kept on file.

If you have any other questions relative to this project, please let us know.

Sincerely,


Carol H. Schaefer, Chairman
Board of Supervisors

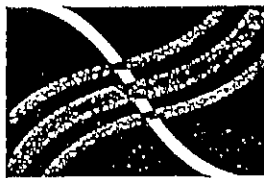
CHS/cb

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DEC 23 2002

OFFICE OF LOCATION & ENVIRONMENT





Rock Island County

RECEIVED
JAN 13 2003
OFFICE OF LOCATION & ENVIRONMENT

Rock Island County...Build the future and improve the quality of life for our community

January 9, 2003

County Board

Chairman
James E. Bohnsack

Vice Chairman
John Brandmeyer

Committee Chairpersons

Welfare
Phillip Banaszek

Forest Preserve
Ted E. Davies

Public Works
Catherine J. Wonderlich

Administration
Gary Freeman

Fee & Salaries
John Malvik

Finance & Economic
Development
Tom Rockwell

Legislative
Connie Mohr-Wright

Board Members

William R. Armstrong
Steven Ballard
Karen Calvillo
John P. Dingeldein
Johnny Ellis
Frank R. Fuhr
Donald L. Jacobs
Ken Maranda
Virgil Mayberry
Patrick Moreno
LaVern Ohlsen
James Sallows
Fred W. Schultz
Wanda M. Sweat
Walter J. Tiller
Don "Whitey" Verstraete

Executive Assistant
Shelly L. Chapman

Payroll Supervisor
Carol A. Shradar

Direct line is now (309)558-3605

Ms. Tamara Nicholson
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Dear Ms. Nicholson:

The Rock Island County Board Public Works Committee has reviewed your letter regarding the I-74 Iowa-Illinois Corridor Study (IM-74-1 (122)0-13-82) and has determined that we are not willing or able to assume jurisdiction and future liability for the Iowa Bound bridge and to operate the bridge as a bike/pedestrian facility.

Thank you for the opportunity to respond.

Sincerely,

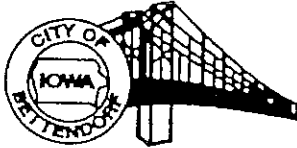
James E. Bohnsack
County Board Chairman

JEB/sc

cc: Ron Standley, Acting County Engineer

OFFICE OF THE COUNTY BOARD

Rock Island County, Illinois
1504 Third Avenue, Rock Island, IL 61201
Phone: (309) 786-4451, Ext. 600 • Fax: (309) 786-1179



RECEIVED
JAN 27 2003
OFFICE OF LOCATION & ENVIRONMENT

January 22, 2003

Mr. Gregory Mounts, Dist. Engineer
Division of Highways, District 2
Illinois Department of transportation
819 Depot Avenue
Dixon, Illinois 61021-3500

Tamara Nicholson, P.E.
Project Manager
Iowa Department of Transportation
800 Lincolnway
Ames, Iowa 50010

Dear Mr. Mounts and Ms. Nicholson:

This letter is a joint response to the request for formal input regarding the provision of bike/pedestrian crossing on one of the existing I-74 spans. The request also notes that if this were to occur, a transfer of maintenance and jurisdiction of the span to a local jurisdiction would be required. The local jurisdictions are not interested in ownership of the span. However, we believe bike/pedestrian access should be provided by the Iowa and Illinois Departments of Transportation and the Federal Highway Administration on the new I-74 bridge(s), a federal and state facility.

One of the purposes of the I-74 Corridor project, as stated in recent public information, is to "improve opportunities for other modes of transportation". The construction of a new I-74 crossing will offer reliable transit access across the Mississippi River. Likewise pedestrian/bike access should be provided at this location, which is central to the Quad Cities. Although there are other locations for pedestrians and bikes to cross the Mississippi River, none meet AASHTO guidelines for bicycles. In addition, these other crossings are 3.5 to 4.0 miles away from this location. By scale, this is a significant distance off course for a pedestrian or cyclist that has a destination in the I-74 corridor area.

Analysis by CH2M Hill shows that a bike/pedestrian crossing on one of the existing I-74 spans would:

- Constrain design options for the new I-74 bridge(s),
- Potentially increase river flood elevations, and
- Cost 70 percent more in initial capital and three times more in operation/maintenance than bike/pedestrian access on the new I-74 bridge(s).

Further, the initial cost estimate for a bike/pedestrian access on the new I-74 bridge(s) would only constitute roughly 2.7 percent of the total estimated cost of the new bridge(s) and their initial interchanges in the downtown areas.

The Federal Highway Administration Final Guidance on Transportation Enhancement (TE) Activities, 23 U.S.C. and Transportation Efficiency Act of the 21st Century noted in the Policy statement the following:

Through the TE activities Congress provided innovative opportunities to enhance and contribute to the transportation system. This is being carried out in a non-traditional fashion through implementation of a specific list of TE activities. The focus of these actions is to improve the transportation experience in and through local communities.

Further, the Project Development statement of the Guidance said:

State DOT's, MPO's and FHWA field offices have a responsibility to actively pursue TE opportunities during the development of individual transportation projects. Accordingly, future environmental approvals should specifically take into consideration the potential for implementing transportation enhancement activities as part of these overall projects. During their involvement in these projects, FHWA field offices should promote TE activities as a means to more creatively integrate transportation facilities into their surrounding communities and the natural environment. When appropriate, TE activities may be developed in cooperation with other State and local agencies and with private entities. However, the State DOT or other eligible transportation agencies shall remain responsible to the FHWA for the project.

We would suggest that bike/pedestrian access, on the new I-74 bridge(s), falls under the jurisdiction of the States and the FHWA. Local governments in the Quad Cities have spent millions of dollars on trail access throughout the metropolitan area. The source of some of these funds has been TE dollars, but many have also been from local and state recreation dollars. As testimony to this, trail systems such as the Duck Creek and Riverfront Trails in the Iowa Quad Cities and the Great River and Kiwanis Trails in the Illinois Quad Cities were begun before ISTE and the TE program existed.


We appreciate the past assistance of both DOT's in funding projects on the trail systems in the Quad Cities. We also recognize past examples of State involvement in establishing major trail crossings over rivers, such as with the soon to be completed West Rock River Bridge in the Illinois Quad Cities and the \$21.5 million stand-alone bike/pedestrian bridge over the Missouri River in the Omaha metropolitan area.

The request to comment on this critical issue related to the I-74 Bridge and corridor improvements is appreciated. This project provides the chance to offer centrally located river crossing access to bike and pedestrian traffic. Major river crossing improvements are addressed infrequently in any community due to their significant cost. This opportunity should not be overlooked. Therefore, we feel that the States of Iowa and Illinois, along with the Federal Highway Administration, should include bike/pedestrian access as part of the new I-74 Bridge project.


Finally, with respect to an appropriate historical record of the existing I-74 Bridge, we believe that memorials should be erected on both sides of the river. There is strong sentiment that the memorials should include historical data relevant to the bridge and incorporate distinctive materials salvaged from the structure.

Again, thank you for the opportunity to provide input concerning these important issues. The construction of a new I-74 bridge linking the Cities of Moline, Illinois and Bettendorf, Iowa is of unparalleled importance for the future of our communities. We look forward to working closely with you to insure the success of this project.

Sincerely,


Mayor, Ann Hutchinson
City of Bettendorf

Sincerely,


Mayor, Stanley F. Leach
City of Moline

U.S. Department
of Transportation

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: obr
Phone: (314) 539-3900, Ext 2382
FAX: (314) 539-3755

16591.1/485.51 UMR
18 December 2002

Ms. Laura Lutz-Zimmerman
Iowa Department of Transportation
Office of Location and Environment
800 Lincoln Way
Ames, IA 50010

Subj: PROPOSED IOWA-ILLINOIS REPLACEMENT BRIDGE, MILE 485.5,
UPPER MISSISSIPPI RIVER

Dear Ms. Lutz-Zimmerman:

This is in reply to your memorandum of 21 November 2002, inviting us to comment on the 4(f) Decision Point Process for the subject project. Our specific interest in this project is the possible impact upon navigation on the Upper Mississippi River presented by the construction and operation of a new bridge or changes to any existing bridges. However, the Section 4(f) should have the following statement included:

"There are no feasible and prudent alternatives and the proposed project includes all possible planning to minimize harm to Section 4(f) resources."

We appreciate the opportunity to comment on the project in this early stage. You can contact Mr. David Orzechowski at the above telephone number if you have questions regarding our comments or requirements.

Sincerely,

A handwritten signature in dark ink, appearing to read "R. K. Wiebusch".

ROGER K. WIEBUSCH

Bridge Administrator

By direction of the District Commander

RECEIVED

DEC 23 2002

OFFICE OF LOCATION & ENVIRONMENT



Iowa Department of Transportation

800 Lincoln Way, Ames IA 50010

(515) 239-1010

(515) 239-1726 (fax)

January 15, 2003

Ref: Interstate 74 Quad
Cities Corridor Study

Mr. Roger Wiebusch
Bridge Administrator
1222 Spruce Street
St. Louis, MO 63103-2832

Dear Mr. Wiebusch:

I am responding to your comments on the 4(f) decision point process documents that you received late last year. Our agency appreciates your interest in the navigational impacts of the project and will continue to work with you and your staff through project development. With regards to your specific comments on the 4(f) materials, the following statement will be included in the Final Section 4(f) Statement:

"There are no feasible and prudent alternatives and the proposed project includes all possible planning to minimize harm to the section 4(f) resources."

We appreciate your comments. If you have any further questions, please contact me or have Mr. David Orzechowski contact me at the phone number above.

Sincerely,

Laura Lutz-Zimmerman
Office of Location and Environment

cc: Tamara Nicholson, Iowa DOT
Andy Wilson, FHWA

FEB 06 2003



Iowa Department of Transportation

800 Lincoln Way, Ames, Iowa 50010

515-239-1215, FAX 515-239-1726

February 4, 2003

Ref. No IM-74-1(122)9--13-82

Scott County, Iowa

Rock Island County, Illinois

Dr. Lowell Soike
Deputy SHPO
Historic Preservation
State Historical Society of Iowa
600 East Locust
Des Moines, IA 50319

Ms. Anne Haaker
Deputy SHPO
Illinois Historic Preservation
500 E Madison
Springfield, Illinois 62702

Dear Dr. Soike and Ms. Haaker:

RE: I-74 Improvement across the Mississippi River at Moline, IL/Bettendorf, IA
Definition of Roles: IASHPO R&C# 9802 82 04# 8

The Iowa Department of Transportation and Illinois Department of Transportation propose to jointly improve the Interstate 74 crossing of the Mississippi River between Moline, Illinois and Bettendorf, Iowa. The Iowa DOT and Iowa Division Office of the Federal Highway Administration (FHWA) are lead agencies for the planning, design, and construction of improvements to this transportation corridor. This construction will result in the removal of interstate vehicular traffic from the Iowa-Illinois Memorial (I-74) Bridge. The Iowa bound span of this suspension bridge has been determined eligible for the National Register of Historic Places. If another public owner and an alternate use is not found for this bridge, the project would ultimately result in the loss of this historic property.

In compliance with Section 106 of the Historic Preservation Act, the Iowa State Historic Preservation Officer (IASHPO) and Illinois State Historic Preservation Officer (ILSHPO) agree to maintain Section 106 review responsibilities for this project regarding historic properties within their respective jurisdictions. The IASHPO and ILSHPO also agree that the IASHPO will have Section 106 Review and Compliance responsibility for project effects upon the NRHP eligible Iowa bound span of the Memorial Bridge.

To signify that your agency is in accord with this definition of roles, please sign the concurrence line below. If you have any questions, please do not hesitate to contact me.

Sincerely,

Randall B. Faber
Office of Location & Environment
randall.faber@dot.state.ia.us

RBF

cc: Andrew Wilson, Federal Highway Administration
Richard Kautz, Iowa DOT, District 6
John Walthall, Illinois Department of Transportation

Concur:

IASHPO

2-11-03
Date

ILSHPO

2-26-03
Date